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LARRY HOGAN
GOVERNOR

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

July 13, 2018

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Chao:

I am writing to offer my strong support for the Maryland Department of Transportation's (MDOT) four applications for Better Utilizing Investments to Leverage Development (BUILD) grant funding. These important projects advance critical state and national economic development and infrastructure objectives.

The four projects include the following:

MDOT State Highway Administration (SHA), *Making Way for Economic Growth & Safety* project: MDOT SHA is seeking a grant in fulfillment of an initiative to leverage other non-federal funds to address critical safety concerns and operational capacity needs along the I-81 designated freight corridor in the rural, Appalachian region. The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. In 2016, MDOT broke ground on Phase 1, which was fully funded through a combination of \$65 million in state funding and federal formula funds. Receipt of this grant funding will position the I-81 Corridor as a national asset for freight movement for the next several decades.

MDOT Maryland Port Administration (MPA), *Seagirt Berth 3 Deepening* project: MDOT MPA is seeking a grant to provide an additional deep draft berth at the Port of Baltimore's Seagirt Marine Terminal. The project's proposed improvements will significantly benefit the nation and region by expanding Seagirt's berth capabilities, allowing continued international trade growth by providing an additional berthing area for the new and larger deep-draft vessels.

Without the additional deep berth, cargo cannot be handled in the most efficient manner possible, and in many cases must move through other port complexes in areas already grappling with severe congestion, adversely impacting inland distribution costs, the environment, safety on our roadways, and surface degradation.

MDOT Maryland Transit Administration (MTA), *BUILDing a Better Howard Street* project: MDOT MTA is seeking a grant to deliver repair and safety improvements, utility upgrades, and pedestrian amenities along the Howard Street corridor in Baltimore. The project's proposed improvements will result in faster, more reliable service for RailLink transit riders, enhance pedestrian safety along Howard Street, and lay the groundwork for rapid redevelopment along this historic Baltimore retail corridor. The project is a result of collaborative efforts between MDOT MTA, the Baltimore City Department of Transportation, the Downtown Partnership, the Baltimore Development Corporation, and other corridor institutions and businesses.

MDOT Maryland Transportation Authority (MDTA), *I-95/Belvidere Road Interchange* project: MDOT MDTA, in partnership with Cecil County, is seeking a grant to construct an interchange at I-95 and Belvidere Road. The project's proposed improvements will facilitate ongoing and planned economic development in this rural Maryland county by attracting major new businesses, while addressing the resulting increases in traffic volumes along I-95. The project will provide warehouses and distribution centers crucial direct access to the East Coast's ports, airports, and freight hubs, which is critical to our nation's global competitiveness.

I strongly support these grant applications and urge you to award the requested BUILD funds to these vital, transformative projects. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Hogan", written in a cursive style.

Larry Hogan
Governor

CC: Secretary Pete K. Rahn, Maryland Department of Transportation

July 13, 2018

Ms. Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Chao:

I write to offer my full support for the Maryland Department of Transportation State Highway Administration's (MDOT SHA) application for Better Utilizing Investments to Leverage Development (BUILD) grant funding for the *I-81 Phase 2 Corridor Widening* project, Making Way for Economic Growth & Safety. The MDOT SHA is seeking a \$25 million grant to fulfill an initiative to leverage other non-federal funds to address critical safety concerns and operational capacity needs along this designated freight corridor in the rural, Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting freight movement in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. Receiving this grant funding will position the I-81 Corridor as a national asset for freight movement for the next several decades.

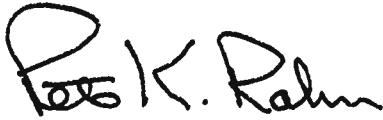
The *I-81 Phase 2 Corridor Widening* project will also address critical safety concerns by reconfiguring several hazardous entry and exit ramps to create safer merging and exiting. Crash rates have been rising at an alarming rate in Maryland's twelve-mile segment. Between 2010 and 2015, there were a total of 548 crashes along the corridor in Maryland, including 159 crashes involving trucks. The addition of one Northbound and one Southbound lane and reconstruction improvements along I-81 in Maryland will provide a long-term solution to mitigate vehicular crashes.

Each phase of the *I-81 Phase 2 Corridor Widening* project has independent utility and is staged to advance construction sequentially from the West Virginia border through Maryland, ending at the border with Pennsylvania. Initiation of Phase 1 began in October 2016 and is scheduled for completion in June of 2020. Selecting MDOT SHA for this BUILD grant will allow Phase 2 to begin within eleven months and ensure substantial completion two and one-half years after notice to proceed.

Ms. Elaine Chao
Page Two

I urge you to favorably consider this important project and invest in MDOT's critical efforts to advance this monumental, nationally significant initiative. Should you have any questions or concerns, please contact Ms. Heather Murphy, MDOT Office of Planning and Capital Programming (OPCP) Director, at 410-865-1275, toll free at 888-713-1414, or by email at hmurphy@mdot.state.md.us. Of course, you may always contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Pete K. Rahn". The signature is written in a cursive, flowing style with a large initial "P".

Pete K. Rahn
Secretary

cc: Ms. Heather Murphy, Director, OPCA, MDOT
Mr. Gregory Slater, Administrator, MDOT SHA

JOE MANCHIN III
WEST VIRGINIA

SUITE 306
HART BUILDING
WASHINGTON, DC 20510
(202) 224-3954

United States Senate

WASHINGTON, DC 20510-4804

COMMITTEES
APPROPRIATIONS
ARMED SERVICES
ENERGY AND NATURAL RESOURCES
VETERANS' AFFAIRS

February 25, 2019

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20003-3660

Dear Secretary Chao,

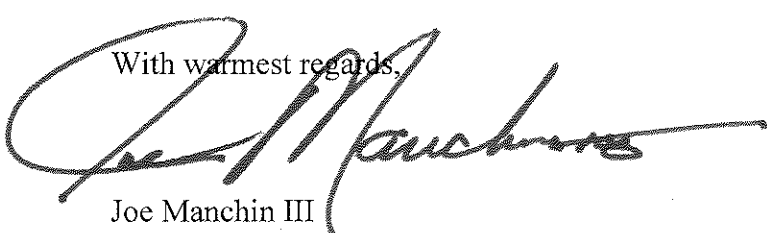
I have been alerted that the Maryland Department of Transportation (MDOT) is submitting a grant application to the U.S. Department of Transportation under the Infrastructure for Rebuilding American (INFRA) grant program.

I am writing to express my support for MDOT and this application. I understand that, if approved, funding provided by this opportunity will be utilized for the I-81/Halfway Boulevard Freight Connection Project, located in Washington County, Maryland, that will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor.

I-81 is a major freight corridor in the United States and serves as a vital route for the distribution of good and materials to and from the Appalachian region and the Northeast. Unfortunately, this corridor no longer meets system performance requirements, resulting in a disruptive bottleneck that negatively affects the movement of approximately 19,000 trucks per day or 12 percent of the country's Gross Domestic Product per year.

The economic benefit of this project will radiate well outside of West Virginia and Maryland's borders and will leverage continued economic development and business growth throughout the Appalachian region. I greatly appreciate your noting my interest in this application and providing it a full and fair review. Thank you in advance for your consideration.

With warmest regards,



Joe Manchin III
United States Senator

JM/rt

Congress of the United States
Washington, DC 20515

July 2, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



Benjamin L. Cardin
United States Senator



Chris Van Hollen
United States Senator



Steny H. Hoyer
Member of Congress



Elijah E. Cummings
Member of Congress



C.A. Dutch Ruppersberger
Member of Congress



John P. Sarbanes
Member of Congress



Andy Harris, M.D.
Member of Congress



John K. Delaney
Member of Congress



Anthony G. Brown
Member of Congress



Jamie B. Raskin
Member of Congress

ALEX X. MOONEY
2ND DISTRICT, WEST VIRGINIA

FINANCIAL SERVICES COMMITTEE

SUBCOMMITTEE ON
CAPITAL MARKETS AND
GOVERNMENT SPONSORED ENTERPRISES

SUBCOMMITTEE ON
MONETARY POLICY AND TRADE

Congress of the United States
House of Representatives
Washington, DC 20515-4802

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2440 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2711

<http://mooney.house.gov>

February 20, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction of vehicle accidents. The project will be beneficial for the many constituents in my Congressional District who drive I-81 daily.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding.

Sincerely,



Alex X. Mooney
Member of Congress



**Mid-
Atlantic**

Public and Government Affairs

8600 La Salle Road, Suite 639
Oxford Building
Towson, MD 21286
(410) 616-1900
Fax: (410) 616-1912

February 28, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: INFRA Grant Funding for I-81/Halfway Boulevard Freight Connection Project

Dear Secretary Chao:

This letter expresses AAA Mid-Atlantic's support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant funding for the I-81/Halfway Boulevard Freight Connection Project.

Washington County is seeking a grant of \$55 million, leveraging public funds to address critical safety concerns and meet operational capacity needs along this designated freight corridor in the rural, Appalachian Region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively impacting the movement of freight in a corridor carrying 12 percent of the country's Gross Domestic Product per year. The I-81/Halfway Boulevard Freight Connection Project will increase operational capacity and create major travel time-savings for both passenger and commercial motor vehicles.

In addition to creating new capacity, the I-81/Halfway Boulevard Freight Connection Project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. I understand that West Virginia completed a similar expansion project along the I-81 corridor in 2011 that resulted in a significant reduction in crashes.

Receipt of this grant funding will allow the I-81/Halfway Boulevard Freight Connection Project to begin within a year. The Maryland Department of Transportation State Highway Administration (MDOT-SHA) is prepared to commit its required match of the grant funds. This application is reflective of a strong partnership among Washington County, the MDOT-SHA, and the private sector to leverage available resources to implement a priority project.

On behalf of AAA Mid-Atlantic's nearly one million Maryland members who will benefit from this project, I respectfully request that you give favorable consideration to the Washington County application for the I-81/Halfway Boulevard Freight Connection Project

Sincerely,



Ragina Cooper Averella
Maryland Manager, Public & Government Affairs

cc: James Lardear, Regional Director, Public & Government Affairs, AAA Mid-Atlantic Inc.
Catherine L. Rossi, Vice President, Public & Government Affairs, AAA Club Alliance Inc.



A. C. & T. Co., Inc.

11535 Hopewell Road * P.O. Box 4217

Hagerstown, Maryland 21741-4217

1-800-458-FUEL * 301-582-2700 * Fax 301-582-2719

February 18, 2019

The Honorable Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Rebuilding America (INFRA) Grant Program for the I-81/Halfway Boulevard Freight Connection Program

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the infrastructure for Rebuilding America (INFRA) grant program for the I-81 Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing business.

The I-81 Corridor is critical to the viability of AC&T. Our company employs approximately 700 people locally. Since 1959, we have distributed petroleum products, propane, and various rentals including portable toilets, containers and trailers. Affiliates also develop and lease real estate to companies such as ABF, A. Dui Pyle, FedEx Freight, JLG, Old Dominion, RL/Greenwood, and XPO. All of these companies are extremely dependent on the I-81 corridor. They offer 1,000's of good paying jobs. The positive impact to the local economy is significant.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of the grant funding will help maintain the I-81 Corridors position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of

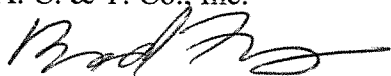
jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Thank you for your consideration of the I-81 Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A. C. & T. Co., Inc.

A handwritten signature in black ink, appearing to read "Brad Fulton", with a stylized flourish at the end.

Brad Fulton
President



Dear Secretary Chao:

We are writing you to express our support for the Maryland Department of Transportation State Highway Administration for funding through the Better Utilizing Investments to Leverage Development grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. As a local development and trucking company, we understand the importance of sound infrastructure and public/private partnerships.

Bowman Group contains businesses which began in Washington County in 1959. Each of the industries contained within Bowman Group is widely affected by the I-81 Corridor and we have concerns that without the necessary widening, it could become detrimental to our business. Two businesses affected at large include a top 200 carrier, D.M. Bowman Inc. Trucking, and the largest real estate development company in Washington County, Bowman Development.

D.M. Bowman Inc. trucking company depends heavily on the Interstate to provide safe and efficient travel. The current I-81 Corridor in Maryland no longer meets system performance requirements which creates disruptive bottlenecks and negatively affects the movement of freight. The suggested improvements will also improve safety by the reconstruction of exit ramps to create safer merging and exiting. This project would allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project and to allow one of the country's busiest and most congested freight corridors to keep pace with future traffic growth.

As the largest real estate developer in Washington County, Bowman Development is greatly affected by the I-81 widening project. Along with our other numerous investments, we are currently investing \$17M into a 504,200 SF warehouse within a mile of I-81 with a completion date of December 1st 2018. The success of this project will depend on the continued efficient and safe traffic flow on I-81.

While completing our newest warehouse, we are simultaneously investing \$750,000 into Halfway Boulevard Extended as part of a private/public partnership for future development. If awarded the grant, the scope of Phase 2 will increase the widening from the end of Phase 1 in West Virginia to the Halfway interchange, including an extension of Halfway Blvd to RT 63. The expansion in this area will spur commercial development surrounding the road and alleviate traffic issues in the area. This project will also improve connectivity between Interstates 70 and 81 and existing nearby commercial/industrial areas. We have submitted a concept for this site that could potentially accommodate 1.4 million square feet of commercial/industrial buildings.

We appreciate your consideration for the I-81 Phase 2 Corridor Widening Project and MDOT SHA's request for BUILD grant funding. We hope you see the impact that our roadways have not only on our business but commercial real estate and trucking as a whole. If you have any questions in regards to our support for this project, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Don Bowman', is written over the word 'Sincerely,'.

Don Bowman



CITY OF HAGERSTOWN, MARYLAND

The Honorable Robert E. Bruchey, II

Mayor

One East Franklin Street • Hagerstown, MD 21740

E-mail: mayor@hagerstownmd.org

Telephone: 301.766.4161 • TDD: 301.797.6617

July 10, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2018 BUILD GRANT APPLICATION FOR MARYLAND I-81 PHASE 2

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.



The Honorable Elaine Chao
July 10, 2018
Page 2

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

THE CITY OF HAGERSTOWN

A handwritten signature in black ink, appearing to read "R E Bruchey II", written in a cursive style.

Robert E. Bruchey, II
Mayor

c: Hagerstown City Council
Valerie Means, City Administrator
Rodney Tissue, City Engineer

CITY OF MARTINSBURG
OFFICE OF THE MAYOR
232 NORTH QUEEN STREET · P.O. BOX 828
MARTINSBURG, WEST VIRGINIA 25402
PHONE (304) 264-2140

July 2, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590



Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

The City of Martinsburg is writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "George Karos".

George Karos
Mayor

GK/djd

Cc: City Council

Mark S. Baldwin, City Manager

Matt Mullenax, HEPMPO Executive Director

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

Dot Foods, Inc. opened its distribution and transportation facility 25 years ago in Williamsport, MD and are situated within minutes of the proposed expansion. In our 25 years of operation we have expanded our operation several times and watch the area flourish with additional warehousing and distribution companies moving into the area however road infrastructure has not kept pace. Heavy traffic and gridlock are a common occurrence causing delays in transportation of goods and excessive operating cost. The lack of infrastructure keeping pace has created an increasingly unsafe situation for the public and professional drivers.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

We, at Dot Foods support the widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard and believe it will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

Dot Foods along with our neighboring business partners are looking for this expansion and appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Brian Duffield
East Region GM
Dot Foods, Inc.



1900 Wayne Road
Chambersburg, PA 17202

(717) 263-8282
FAX (717) 263-0662
www.fcadc.com

February 13, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: **Infrastructure for Rebuilding America (INFRA) Grant Application**
I-81/Halfway Boulevard Freight Connection Project: Washington County, Maryland

Dear Secretary Chao:

Infrastructure is the genesis of economic development. As president of the Franklin County Area Development Corporation (FCADC), I am writing to express our unqualified support of the **INFRA** funding request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for the I-81/Halfway Boulevard Freight Connection Project. MDOT SHA is seeking a \$55 Million grant that, if approved, will leverage public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

I-81 is the economic lifeline of our quad-state region to include Frederick County, Virginia, Berkeley County, West Virginia, Washington County, Maryland, and Franklin County, Pennsylvania...*four counties, four states-40 miles*. The I-81 Corridor in Maryland no longer meets system performance requirements resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12% of the Country's annual Gross Domestic Product (GDP). **The Maryland portion of I-81 carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation.** The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the foreseeable future. **Given the regional implications of the proposed improvements, the Project will provide similar operational enhancements in Franklin County, Pennsylvania.**

By creating new capacity, the I-81 Corridor Widening project will improve safety, which is even more important than the economic development benefits of the project. Crash rates along the 12-mile segment of I-81 in Maryland doubled between 2010-2015 and have been compounded by an increasingly high percentage of truck-involved incidents. By comparison,

The Honorable Elain Chao
February 13, 2019
Page 2

the State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant decrease in the number of crashes in a four-year period.

Funding of the proposed I-81/Halfway Boulevard Freight Connection Project meets the intended purpose of the INFRA grant program. As such, your consideration of this request is greatly appreciated.

Sincerely,



L. Michael Ross
President

C: FCADC Board of Directors
Congressman Dr. John Joyce, 13th District-PA
U.S. Senator Pat Toomey
U.S. Senator Bob Casey
Phil Tarquino, Director, Franklin County Planning Commission
James Kercheval, Executive Director, Greater Hagerstown Committee

February 15, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 INFRA grant for the I-81/Halfway Boulevard Freight Connection Project

Dear Secretary Chao:

The Greater Hagerstown Committee (GHC) strongly supports the ongoing efforts to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Pennsylvania, particularly Phase 2 of the project between Williamsport, MD and Halfway Boulevard. This critical transportation project will transform national freight movement through this vital national corridor while improving safety, reducing congestion, improving traffic operations, and supporting economic development in the region. Our community has been unified in advocating for these improvements and it has been a major focus of our organization for over two decades.

In 1998, GHC organized and chaired a Quad State Task Force on I-81 comprised of public and private officials from MD, WV, PA, and VA. This multi-state task force concluded that widening I-81 from Harrisonburg, VA to Harrisburg, PA was *"a must do project"* for the safety of the citizens and as *"the single most important economic development asset in the region"*. Since that report, widening I-81 has been listed as a top priority project for the Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO), Washington County, MD Government, the City of Hagerstown, our local State Delegation, the Washington County Community Coalition, and the local business community. In addition, every local, state, and federal elected official over the last 20 years have publicly expressed their support for I-81 widening improvements.

We applaud our federal government for offering grant programs like INFRA and BUILD as a means to help fund these transportation infrastructure projects of national significance that serve as catalysts for economic development and jobs for our citizens. This Maryland section of I-81 is an ideal project to fulfill the goals and desires of the INFRA program - particularly as one of our nation's significant rural highways estimated to carry 12% of our country's Gross Domestic Product each year. With the section from West Virginia to Williamsport, MD soon to be expanded to six lanes, this phase of the Maryland section of I-81 is the next logical portion of the highway to expand to handle the ever-increasing amount of freight and commuter traffic moving through this area. With the intersection of I-70 serving areas east and west, multiple rail lines, Hagerstown Regional Airport, two intermodal rail facilities in adjacent PA counties, and numerous economic development parks and retail parks running along the length of this stretch of highway, widening I-81 across Maryland represents a pivotal capital need that will have a strong return on investment for decades to come. In addition, the completion a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard will unlock new business development opportunities and provide alternative routes for freight traffic to both I-81 and I-70.

GHC is committed to improve I-81 by submitting the I-81/Halfway Boulevard Freight Connection Project for INFRA grant funding. We thank your office for its continued leadership and efforts to improve our nation's transportation assets. Federal grant funding is essential to solidify our ability to move forward with Phase 2 of this project in a timely manner - enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors and the economic development backbone of our region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeanne Singer". The signature is fluid and cursive, with the first name "Jeanne" being more prominent than the last name "Singer".

Jeanne Singer,
GHC Chair

The Greater Hagerstown Committee is comprised of corporate and civic executive leaders from 77 local companies and organizations, employing over 10,000 people in Washington County from across the four-state area. GHC is funded solely by member dues and works collaboratively to be a catalyst for progress and growth in the Washington County, MD region.

1. **Azizi, Basheer** – AMT Leasing, Inc. & NocSmart
2. **Barr, Jonny** – Ellsworth Electric
3. **Baykan, Mary** – Wash. Co. Free Library
4. **Baylor, Michael** – Ameriserv Financial
5. **Bloesel, Dieter** – Schmankerl Stube
6. **Bowen, Blackie** – Ewing Oil Co., Inc.
7. **Bowen, Scott** – MSB Architects
8. **Bowen, Taylor** – Berkshire Hathaway Bowen Realty
9. **Bowman, Don** – Bowman Group LLP
10. **Breslin, Hugh** – WDVm-TV
11. **Brezler, Ronnie** – United Bank
12. **Bruns, Andy** – Herald-Mail Media
13. **Burke, Mary Anne** – WC Arts Council, Inc.
14. **Daughtridge, Rich** – High Rock
15. **Davis, Taylor** – Morgan-Keller Construction
16. **Day, Michael** – Law Offices Michael Day & Assoc.
17. **Feight, Brent** – Bushey Feight Morin Architects, Inc.
18. **Fiery, Doug** – Douglas A. Fiery Funeral Home
19. **Fisher II, R.L.** – First United Bank & Trust
20. **Fitzgerald, Mike** – Gideon Properties, LLC
21. **Fitzsimmons, Brendan** – RBC Wealth Management
22. **Fritts II, Bill** – Smith Elliott Kearns & Company
23. **Fulton, Brad** – AC&T Co., Inc.
24. **Giustini, Lou** – The Columbia Bank
25. **Glessner, Neal** – Glessner Technologies
26. **Goetz, BJ** – Middletown Valley Bank
27. **Gorbsky, Deb** – Citicorp Credit Services
28. **Grach, Patrick** – Lifehouse Church
29. **Harrell, Mark** - CNB Bank
30. **Harshman, Rick** - CBIZ Retirement Plan Services
31. **Hayes, Suzanne** – Merrill Lynch
32. **Hetzer, William** – C. William Hetzer, Inc.
33. **Hill, Sr., Nicholas V** – Callas Contractors, Inc.
34. **Holzappel, Richie** – Holzappel Investments
35. **Howell, Aaron** – Bank of Charles Town
36. **Hull, Jeff** – BJ's Custom Creations
37. **Jenny, Pierre** – Volvo
38. **Johnston, Michael** – M.S. Johnston Company
39. **King, Terry** – Leadership Development Resources
40. **Kothari, Mitesh** – Capital Women's Care
41. **Latimer, John** – Keller Stonebraker Insurance.
42. **Lopez, Ernesto** – Hospice of Washington County
43. **Lough, Ed** – Northwestern Mutual
44. **Lynch, Brian** – Antietam Broadband
45. **McGovern, Gaye** – Gaye McGovern Ins. Agency, Inc
46. **McIntire, Bill** – McIntire HVAC & Electric

47. **Michael, Steven** – Revere Bank
48. **Motz, Christopher** – Purdue Global University
49. **Nerenhausen, Frank** – JLG Industries, Inc.
50. **Newby, John** – John G. Newby, M.D., P.C.
51. **Pierne, Jim** – Retired (full active member)
52. **Plummer, Morgan** – HNBP, Inc.
53. **Rappaport, Jason** – Innovative Inc.
54. **Reynolds, Kent** – Keller Stonebraker Insurance
55. **Rohm, Julie** – Preit Valley Mall
56. **Rushing, Lynn** – Brook Lane Health Services
57. **Scott, Randy** – Chick-Fil-A
58. **Sears, Jim** – Potomac Edison
59. **Shuster, Dave** – Horizon Goodwill Inc.
60. **Simonsen, Carolyn** – Meritus Medical Center
61. **Singer, Jeanne** – Law Offices of Jeanne Singer, P.A.
62. **Smith, Chris** – Battle Creek Land Co. LLC
63. **Snook, Greg** - CHIEF
64. **Spedden, Dan** – Visit Hagerstown
65. **Spicher, Curt** – Spicher's Appliances
66. **Toothman, Jeffrey** – Toothman Orthodontics
67. **Weiss, Michael** – Weiss Bros.
68. **Whiteside, Brittany** – Patriot Federal Credit Union
69. **Williams, Noel** – Williams Solution Group

Retired Members:

1. **Alter, Wayne**
2. **Barton, William**
3. **Brake, Harold**
4. **Cirincione, Robert**
5. **Fulton, Adna**
6. **Martin, Al**
7. **Perini, Kathleen**
8. **Perini Peter**
9. **Rhoads, Ross**
10. **Schnebly, John**
11. **Wright, Gary**
12. **Young, William P., Jr**

Ex-Officio Members:

1. **Frey, Paul** – WC Chamber of Commerce
2. **Halsey, Mark** - USMH
3. **Klauber, Jim** – Hagerstown Community College
4. **Mercurio, Linda** – OnTrack Washington County
5. **Mike Spiker** – City of Hagerstown
6. **Michael, Boyd** - WCPS
7. **Sargent, Tara** – Leadership Washington Co.
8. **Slocum, Rob** – Washington Co. Gov't



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmpo.net

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

RE: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao,

This letter expresses my strong support for the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Better Utilizing Investments to Leverage Development (BUILD) grant application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, to leverage public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively impacting the movement of freight in a corridor carrying 12 percent of the country's Gross Domestic Product per year. The I-81 Corridor Widening project will increase operational capacity and create major travel time savings for both passenger and commercial motor vehicles. The project is identified as the number one transportation priority in our Long Range Transportation Plan. The I-81 Corridor Widening project has unparalleled and unanimous support among the public and our regional stakeholders.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to enhance the capacity, efficiency, and safety of the one of the country's busiest and most congested freight corridors. The I-81 Corridor Widening and safety improvements must proceed steadily to keep pace with freight traffic growth on this vitally important corridor. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. If MDOT SHA is awarded a BUILD grant, Phase 2 can be advertised, awarded and begun within 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

I ask that you give favorable consideration to the MDOT SHA application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*.

Sincerely,

Matthew T. Mullenax, GISP
Executive Director, Hagerstown/Eastern Panhandle Metropolitan Planning Organization



**WE
THINK
DIFFERENTLY**

July 12, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

I am writing to express my strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

As a business owner that operates a manufacturing facility which is directly off the I-81 exit 9, I strongly support this project. It appears every week there is a back up or accident causing our employees to be put in danger. The frequency of issues has even resulted in a special attendance policy related to delays caused during their commute on I-81. This is an overdue project that I strongly support.

The I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project,

INNOVATION | QUALITY | EXPERIENCE

www.HUBLABELS.com

18223 Shawley Drive, Hagerstown, MD 21740
TEL 301.790.1660 | TF 800.433.4532 | FAX 301.790.1795



WE
THINK
DIFFERENTLY

Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas", is written over a horizontal line.

Thomas Dahbura
President

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18223 Shawley Drive, Hagerstown, MD 21740
TEL 301.790.1660 | TF 800.433.4532 | FAX 301.790.1795



3500 Transportation Research Plaza (0536)

Blacksburg, Virginia 24061

540/231- 4008 Fax: 540/231-1555

www.i-81coalition.com

July 10, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.



VirginiaTech

Virginia Tech Transportation Institute

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Alden", with a stylized, flowing script.

Andrew S. (Andy) Alden, PE
Executive Director



July 9, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in dark ink, reading 'Tina H. Combs'.

Tina H. Combs
President & CEO



MARYLAND
Chamber of Commerce

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant funding for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. By providing for completion of Phase 2 of I-81, it also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new businesses and retain existing ones.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We urge you to favorably consider this regionally and nationally significant project and invest in this critical effort to advance freight connections in rural Maryland. Selection of this grant will allow the I-81/Halfway Boulevard Freight Connection project to begin within 11 months and ensure substantial completion 2.5 years after notice to proceed. The Maryland Department of Transportation State Highway Administration (MDOT-SHA) is prepared to commit its required match of the grant funds. This application is reflective of a strong partnership among Washington County, the MDOT-SHA, and the private sector to leverage available resources to implement a priority project.

Sincerely,

Christine Ross
President & CEO
Maryland Chamber of Commerce

MDCHAMBER.ORG

60 West Street, Suite 100, Annapolis, MD 21401 | 410-269-0642

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

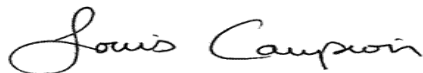
We write to offer our support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant funding for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. By providing for completion of Phase 2 of I-81, it also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new businesses and retain existing ones.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We urge you to favorably consider this regionally and nationally significant project and invest in this critical effort to advance freight connections in rural Maryland. Selection of this grant will allow the I-81/Halfway Boulevard Freight Connection project to begin within 11 months and ensure substantial completion 2.5 years after notice to proceed. The Maryland Department of Transportation State Highway Administration (MDOT-SHA) is prepared to commit its required match of the grant funds. This application is reflective of a strong partnership among Washington County, the MDOT-SHA, and the private sector to leverage available resources to implement a priority project.

Sincerely,



Louis Campion
President & CEO

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000+ members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.



Meritus Medical Center
11116 Medical Campus Rd
Hagerstown, MD 21742
301-790-8000

February 22, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Carolyn Simonsen", written in a cursive style.

Carolyn Simonsen
President, Interim CEO

James A. Sears, Jr.
President,
Maryland Operations

July 2, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao,

As president of FirstEnergy's Maryland Operations, I am writing on behalf of Potomac Edison, one of FirstEnergy's 10 electric utilities, to voice our support for the Maryland Department of Transportation's BUILD (Better Utilizing Investments to Leverage Development) Grant Application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. Our Potomac Edison headquarters is strategically located along the corridor near the intersection with Interstate 70 at Williamsport. Not far away are other key facilities from which we dispatch line crews, meter readers, and other personnel necessary to keep the lights on.

A vital part of the job for Potomac Edison's 400 Maryland employees is to provide safe, reliable electric service to nearly 266,000 residential, commercial and industrial customers in our service area throughout the state. When electric service is disrupted to our customers, we need to respond as quickly as possible to make repairs and restore power.

Unfortunately, conditions along I-81 have eroded the strategic value of our proximity to the highway, a location that would ideally provide our crews fast access to our electrical infrastructure. Heavy freight truck volumes that exceed the capacity of I-81 often lead to snarls and crashes that markedly slow our response times, sometimes resulting in longer service interruptions.

The I-81 Corridor Widening project will increase operational capacity and improve safety by reconstructing several hazardous entry and exit ramps. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

For many of our customers, outages transcend inconvenience, leading to lost sales and production. For Potomac Edison, we face regulatory scrutiny if it takes us too long to restore power. For all of us, there are potential public safety issues to consider. Of course, we have no control over traffic backlogs on I-81 that can also spillover onto adjacent roadways.

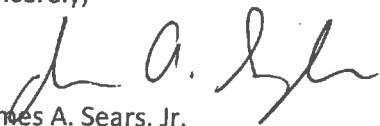
Traffic tie-ups in Maryland may also hamper the movement of southbound utility crews and materials to our Potomac Edison West Virginia service territory, where we have tens of thousands of customers along the I-81 corridor.

The proposed grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of this critical project.

Sincerely,

A handwritten signature in black ink, appearing to read "J. A. Sears", written in a cursive style.

James A. Sears, Jr.

President, MD Operations



17301 Valley Mall Road
Hagerstown, MD 21740
Tel: 301.582.0701 • Fax: 301.582.1617

July 09, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

I am writing on behalf of the over one hundred retail and restaurant establishments off of Halfway Blvd exit on I-81. I want to express the strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development grant program for the I-81 Phase 2 Corridor Widening project. The importance of addressing this critical highway area with safety improvements by expanding capacity and improving interchanges along this corridor is imperative to our daily business. The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of vehicles and causing traffic issues that result in significant sales loss for our retailers and restaurants in and around the Valley Mall.

Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. *When an accident occurs on I-81 in Maryland, it causes retail and restaurant sales to drop at a 17-28% rate for the day depending on the length of time the accident back logs traffic.* Patrons go elsewhere to fulfill their shopping or eating needs that result in sales that cannot be reclaimed. Valley Mall draws patrons from four states, all of which travel the I-81 corridor. **Our yearly sales generated by these patrons total more than \$150 million annually.** The improvements of traffic flow will help from deterring these patrons from coming over state lines to enjoy our amenities.

Receipt of this grant funding will allow MDOT SHA to proceed with this enhancement project, increasing the capacity, increase sales for your area businesses, and safety of one of the country's busiest and most congested corridors.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact me.

Sincerely,

Julie M Rohm, CSM/CMD
General Manager
Valley Mall
Julie.rohm@preit.com
301-582-0701 ext. 212

February 26, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The Sierra Nevada Corporation just off I-81 exit 10 in Maryland primarily designs and installs modifications to aircraft for US Customs Border Patrol, the US Armed Service and allied countries. We currently employ over 300 people, with plans for growth in 2019. Many of our employees commute from areas both north and south of our facility and travel Interstate 81 daily.

I write this letter to offer Sierra Nevada's full support of Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project.

When we recruit and hire new individuals, a big part of their decision-making on where to live in our four state region, is to consider the amount of commute time that would be on Interstate 81 south of our facility. Currently this consideration pushes many individuals away from the Washington county area south of our facility, as they choose to avoid this congested and often backed-up or shut down, stretch of Interstate I-81. The heavy concentration of truck traffic compressed into that narrow section is also a common concern. The construction of a third lane certainly addresses the commute time issue in addition to improving safety concerns along this corridor. This project will help Sierra Nevada attract new and retain existing employees. In addition to supporting the thousands of jobs already in this corridor, it will assist the continued growth of corporations like Sierra Nevada.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,



Kirk Slenker
Senior Vice President, IMS



February 22, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

**Subject: I-81 Corridor Widening: Improving Safety, Capacity, and Reliability in Western Maryland
INFRA Grant**

Dear Secretary Chao,

As the H.R. representative, I am writing on behalf of Staples Distribution Center to demonstrate our support for the Maryland Department of Transportation's INFRA application for the expansion of Interstate 81 in Maryland. With 2 facilities located along the corridor, this planned capital investment in our region's transportation infrastructure will offer Staples and other industry leaders significant cost savings and efficiencies in our distribution activities.

The existing conditions of I-81 in Maryland are plagued by high freight volumes that exceed the capacity available on the four lanes of roadway. High crash rates and the resulting congestion and backlogs directly impact our facilities located in Hagerstown (Hopewell Road) and Chambersburg, PA. Our Hagerstown facility sends approximately 140,000 tons of freight annually, equating to 9,400 truck-loads per year. Each load averages \$185,000 worth of sales. You can see where the value of efficient movements through the I-81 corridor is very important - 100% of our departing loads, sent to over 450 stores, are affected by traffic trends on I-81.

The proposed expansion and reconstruction improvements to I-81 will have a direct and positive impact on Staples, and will reinforce our commitment to expanding our operations in Washington County. Thank you for your consideration of this critical project.

Sincerely,

Alan S. Moore

Alan S. Moore
Sr. Regional Transportation Manager
Staples Hagerstown Distribution Center
11540 Hopewell Road
Hagerstown, MD 21740

Visit HAGERSTOWN

& Washington County, Maryland

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

February 14, 2019

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program I-81/Halfway Boulevard Project

Dear Secretary Chao,

The Hagerstown/Washington County Convention and Visitors Bureau (CVB) supports the effort to improve the Maryland portion of Interstate Highway 81. Maryland has submitted an Infrastructure for Rebuilding America (INFRA) grant application for I-81/Halfway Boulevard Freight Connection to assist the funding of this critical infrastructure improvement. The CVB supports this application and encourages its approval and funding.

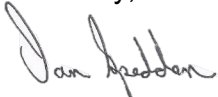
Much has been stated about the need for improvements on Interstate 81 in Washington County Maryland. Safety is the highest priority concern, reliability, convenience, efficiency, supporting industry and generating commerce are also valid justifications and urgent needs. A failed highway puts us and many of our endeavors at risk including travel and tourism.

Hagerstown and Washington County have a robust travel and tourism economy; National and State Parks, iconic special events, and youth sports tournaments are big attractions. Washington County's most important tourism amenity is I-81.

Traveling a short distance or the length of the east coast 80,000 vehicles pass through Washington County on I-81 each day. The Convention and Visitors Bureau works hard to lure a percentage of those 80,000 vehicles into some of the 2,200 hotels rooms that support our tourism trade. Last year \$40 million was spent on lodging in Washington County more than \$109,000/day much of it left here by travelers on I-81. In Washington County 8 to 10% percent of the workforce is employed in tourism many along the I-81 corridor. We lure travelers off of I-81 by promoting the most efficient and attractive exits that a traveler could find. Quality hotels, dozens of restaurants, fuel, fast food, and an abundance of quality retail shopping opportunities serve tourists very well. The Convention and Visitors Bureau is delivering 2.75 million ads to travelers on I-81 in 2019 between Harrisburg PA and Woodstock VA. If your traveling in this area and search on your smart phone or tablet for amenities our ads appear. In 2018 there were in excess of 388,000 ads delivered after the traveler put the words "hotel" or "restaurant" in the search engine box of their device.

We need to improve I-81 and exploit it to grow our tourism economy. We need to design safe and attractive exits that invite travelers in to explore all we have to offer.

Sincerely,



Dan Spedden, President



Volvo Group North America

February 18, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

As Vice President of Power Train Production at the Volvo Group Trucks Plant in Hagerstown, Maryland, I write on behalf of Volvo Group to express our support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. The potential improvements to I-81 will have a positive impact on nearly all of Volvo Group's facilities in the United States, including our Volvo Group Trucks Plant in Hagerstown Maryland.

The current state of I-81 has been problematic for operations at the Volvo Group Trucks Plant in Hagerstown and many of our other facilities, including our Volvo Construction Equipment Facility in Shippensburg, Pennsylvania, our Mack Trucks facility in Macungie, Pennsylvania and our Volvo Trucks North America plant in Dublin, Virginia. These facilities have a combined annual \$5.1 billion economic impact in Maryland, Pennsylvania, and Virginia, including an annual \$1.2 billion impact in Maryland.

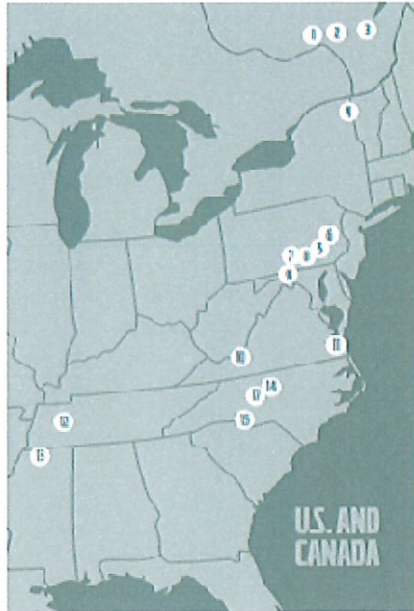
Congestion caused by a lack of I-81 lanes leads to inefficiency for deliveries both coming to and leaving the Hagerstown facility. The Maryland portion of I-81 carries more than 19,400 trucks per day, which is in the top 1% of truck volume by lane mile in the entire nation. Volvo Group plants have a tight manufacturing schedule, and delays in receiving important equipment used on the assembly line, and delays furnishing our trucks being constructed in our other plants with our Hagerstown produced engines and transmissions can have a domino effect on the entire production schedule across multiple states. Components that we make and ship that do not arrive on time to our vehicle facility plants have a cost impact of \$1,500 a minute, or \$90,000 an hour.



Volvo Group North America

MAJOR NORTH AMERICAN FACILITIES

- 1 Nova Bus Manufacturing and Headquarters
St. Eustache, Quebec, Canada
- 2 Nova Bus Manufacturing
St. Francois Du Lac, Quebec, Canada
- 3 Perveo Manufacturing and Headquarters
Sainte-Catherine, Quebec, Canada
- 4 Nova Bus and Perveo Manufacturing
Pittsburgh, NY
- 5 Mack Trucks Manufacturing
Macungie, PA
- 6 Mack Customer Center
Allentown, PA
- 7 Mack Defense Headquarters
Middletown, PA
- 8 Volvo CE Manufacturing and Americas Headquarters
Shippensburg, PA
- 9 Volvo Group Remanufacturing Facility
Middletown, PA
- 10 Volvo Group Powertrain Manufacturing
and Technology
Hagerstown, MD
- 11 Volvo Trucks Manufacturing
Dublin, VA
- 12 Volvo Penta of the Americas Headquarters
Chesapeake, VA
- 13 Volvo Penta Manufacturing
Lexington, TN
- 14 Volvo Group Central Parts Distribution Center
Byhalia, MS
- Mack Trucks World Headquarters
Greensboro, NC
- Volvo Trucks North American Headquarters



Our employees' commutes at many of our plants are often negatively affected as arriving to work on time and getting home at a reasonable hour can often prove difficult as well as unsafe. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015. From an employee production standpoint, employees work holidays and weekends to make up for lost production, the cost of which adds up to \$700 a minute, or \$42,000 per hour. Should I-81 be improved, then many of these problems will be alleviated.

We believe that the widening of I-81 should be a top priority given the aforementioned issues and the tens of thousands of vehicles that travel on I-81 into Hagerstown on daily basis, and the problems caused by the current condition of I-81 across multiple states. The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost for Volvo and the regional economy. Should Washington County's application be approved, it will be a boon for Volvo Group North America and Maryland manufacturers. Thank you for your consideration of this critical project.

Sincerely,

Pierre Jenny
Vice President, Operations
Powertrain Production

Volvo Group North America
2900 K Street NW
South Building / Suite 401
Washington DC, 20007

www.volvogroup.com /
www.volvogroup.us

Phone: (202) 536-1550

WANTZ DISTRIBUTORS



11743 HOPEWELL ROAD • HAGERSTOWN, MD 21740

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

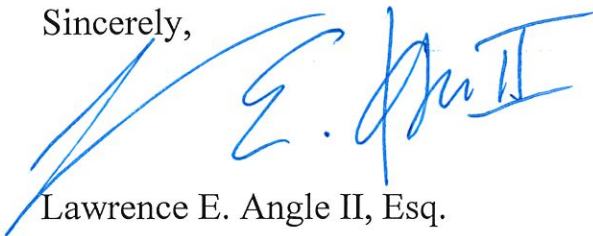
The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Wantz Distributors makes 25,000 trips on this stretch of I-81 with our delivery vehicles alone. All our warehouse, office and sales personnel use at least some portion of the I-81 corridor twice a day accounting for another 31,000 trips per year. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional

economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in blue ink, appearing to read "L. Angle II", with a large, sweeping flourish extending from the left side of the signature.

Lawrence E. Angle II, Esq.

Delivery Director

House Counsel

Wantz Distributors, Inc.

11743 Hopewell Rd

Hagerstown, MD 21740



Washington County, MD

HAGERSTOWN REGIONAL AIRPORT

RICHARD A. HENSON FIELD

COMMERCIAL & COMMUTER AIRSERVICE | AVIATION MAINTENANCE | AIRSIDE SERVICES

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking a grant of \$55 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region. The I-81 Phase 2 Corridor Widening project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81, and a 0.6-mile extension of Halfway Boulevard to meet MD 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70 that can be utilized in case of delay or closures due to daily traffic, construction, or a crash near the existing I-81/I-70 interchange.

The I-81 Corridor Widening project will provide many advantages to our passengers and businesses who utilize I-81 and I-70 to commute to and from the airport. Many passengers arriving and departing from the airport use the I-70/I-81 Interchange to access multiple destinations in our region. This intersection is hazardous as it is one of the few remaining cloverleaf interchanges in the interstate system. This forces vehicles to suddenly slow and accelerate before merging onto the travel lanes with very little time to get back up to highway speed. These intersections are of primary concern to travelers trying to reach the airport, as an

incident along the highway can significantly delay passengers coming to the airport from points south, west or east, as well as passengers attempting to return home after a two-hour flight back from Florida. We have had calls from multiple passengers saying they were stuck in traffic and could not make their flights because of incidents on the highway. Even passengers coming south on I-81 from Pennsylvania have been caught in traffic caused by accidents further south in this area because of the limited lanes of travel and the time needed to clear accidents.

The I-81 Corridor Widening project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. With the airport's plans to seek additional air service, more passengers could be arriving along this vital corridor and utilizing the I-70/I-81 Interchange when more routes are made available. The widening and reconstruction of this Interchange will go a long way in allowing us to market the airport to potential customers in the DC and Baltimore region and promote the ease of access to the airport for other lines of business opportunities we are seeking to develop in and around the airport.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2764.

Sincerely,

A handwritten signature in black ink, appearing to read "Garrison A. Plessinger". The signature is fluid and cursive, with a large initial "G" and "P".

Garrison A. Plessinger
Airport Director

Jeffrey A. Cline, *President*
Terry L. Baker, *Vice President*
Krista L. Hart, *Clerk*



Wayne K. Keefer
Cort F. Meinelschmidt
Randall E. Wagner

100 West Washington Street, Suite 1101 | Hagerstown, MD 21740-4735 | P: 240.313.2200 | F: 240.313.2201
WWW.WASHCO-MD.NET

January 29, 2019

Mr. Corey Stottlemeyer
Senior Policy Analyst
Office of Planning & Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Stottlemeyer:

I am writing in response to your letter requesting local funding support for the I-81 Phase 2 grant application submission for the Infrastructure for Rebuilding America (INFRA) grant program. County staff presented your request to the Board of County Commissioners during their public meeting on January 29, 2019.

Improvements to Interstate 81 remains a high priority of the County, recognizing the benefit to local businesses and citizens, along with the potential for future economic development in the area. Furthermore, the County understands that a commitment of local funding will enhance our grant application.

The Board of County Commissioner discussed this request and voted to provide \$1,000,000 of local funding support to match a successful INFRA grant award for this project. The County appreciates the State's continued support and partnership in these efforts and is hopeful that this commitment will result in a successful grant application.

Sincerely,

BOARD OF COUNTY COMMISSIONERS OF
WASHINGTON COUNTY, MARYLAND

By: 
Jeffrey A. Cline, President

Cc: Board of County Commissioners
Robert J. Slocum, County Administrator, Washington County
Susan Buchanan, Director, Office of Grant Management, Washington County
Scott Hobbs, Director, Division of Engineering, Washington County



OFFICE OF THE COUNTY ADMINISTRATOR
Robert J. Slocum

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking a grant of \$55 million to bridge the gap in construction funding for a project to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region. The I-81 Phase 2 Corridor Widening project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81, and a 0.6-mile extension of Halfway Boulevard to meet Maryland State Route 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70, opening land for development along this new road segment.

The I-81 corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck slowing the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product each year. The Maryland portion of I-81

alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded the INFRA grant for this project, Phase 2 can be advertised, awarded, and commenced within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2202.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Slocum', with a long horizontal flourish extending to the right.

Robert J. Slocum, P.E.
County Administrator



Washington County, MD

DEPARTMENT OF BUSINESS DEVELOPMENT

February 27, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking an INFRA grant of \$55 million to bridge the gap in construction funding for a project to expand capacity and improve interchanges along the National Freight Highway Network near Hagerstown, Maryland, to better serve the freight and personal transportation needs of Western Maryland and the Appalachian Region. Phase 2 of the I-81 Corridor Widening project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81 and a 0.6-mile extension of Halfway Boulevard to meet MD 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70, opening land for development along this new road segment.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will improve connectivity between I-70 and I-81 and existing nearby commercial/industrial areas. This is expected to provide an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, the project will enable the development of new business parks along the surrounding road, helping to alleviate

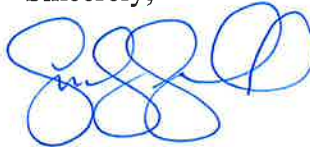
traffic problems and providing greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. This will undoubtedly reduce crash rates and currently increasing truck-involved incidents along the 12-mile segment of I-81 in Maryland.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded the INFRA grant for this project, Phase 2 can be advertised, awarded, and commenced within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed. This will go a long way to attract and expand much-needed business development opportunities for the County in the upcoming decade.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2289.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Susan J. Small', with a stylized, looping flourish at the end.

Susan J. Small, Director

Washington County Department of Business Development

July 2, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

I am writing on behalf of the Washington County Chamber of Commerce, representing more than 600 members and over 42,000 employees. The Chamber would like to express its strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81 Corridor Widening Project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

Most, if not all of our members' employees, travel on the I-81 corridor for either employment related or personal reasons. Most do so on a daily basis and would greatly benefit from improved safety and efficiency improvements to I-81 in the area highlighted.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

The future sustainment and growth of commerce in Washington County is highly dependent on the long-overdue improvements needed on the I-81 corridor, as designed in the Phase 2 Corridor Widening Project. We hope you see the need, as we do, and support this much needed project.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads "Paul Frey". The signature is fluid and cursive, with the first name "Paul" and last name "Frey" clearly distinguishable.

Paul Frey, IOM
President & CEO